

Date: 14 September 2021

Item: Vision Zero Action Plan Update

This paper will be considered in public

1 Summary

- 1.1 This paper sets out the intention to publish an update to the 2018 Vision Zero Action Plan (the 2018 Action Plan) and provides an overview of the purpose and content of the document. The final draft will be shared with the Panel prior to publication in autumn 2021.

2 Recommendation

- 2.1 The Panel is asked to note the paper.

3 Background

- 3.1 London has a long history of targeted improvements to road safety and in 2018 took a bold step forward with the Mayor's commitment to Vision Zero and the elimination of deaths and serious injuries from the road network by 2041. This ambition also applies to all our safety activity in the organisation, including customer and workforce safety.
- 3.2 Our interim targets for roads are to reduce deaths and serious injuries by 65 per cent by 2022, 70 per cent by 2030 and for all deaths and serious injuries from road collisions to be eliminated from London's streets by 2041. Our approach to working towards the Vision Zero objective is set out in the 2018 Action Plan, which outlines the Safe Systems framework we have adopted to work towards those goals.
- 3.3 Three years on from publication of the 2018 Action Plan, we are planning to publish a progress report. The purpose of the report is to take stock of the considerable amount of progress delivered by TfL, the boroughs, the Metropolitan and City of London Police Services and other delivery partners; to refocus attention on Vision Zero as London emerges from the Covid-19 pandemic; and to share new insights that have emerged since the 2018 Action Plan.
- 3.4 The progress report will supplement, but not replace, the 2018 Action Plan, which runs to 2023/24. The progress report will consider:
- (a) the Vision for London and application of the safe systems framework;
 - (b) progress in the last three years and emerging road safety trends; and
 - (c) what London has delivered, is still delivering, and new actions it is yet to deliver under each of the five safe system pillars:

- (i) **Safe Speeds** – including London’s progress in achieving lower, safer speeds, and how we can go further;
- (ii) **Safe streets** – including what we’ve done to deliver safer junctions, borough successes delivering school streets and low traffic neighbourhoods, and the need to prioritise deprived neighbourhoods and improve road safety for people motorcycling;
- (iii) **Safe vehicles** – setting out our achievements in improving safety for lorries and buses via the Direct Vision Standard (DVS), Bus Safety Standard (BSS), Freight Operator Recognition Scheme (FORS) and Construction Logistics and Community Safety Scheme (CLOCS), as well as describing our work with the boroughs on the London e-scooter trial;
- (iv) **Safe behaviours** – describing progress on the police’s three tier enforcement strategy, bus driver training and training we offer people who cycle or motorcycle in London, our vision for how we can go further to change the culture around road risk in London; and
- (v) **Post-collision response and victim support** – highlighting the work done by victim support services such as the Sarah Hope line, and what we’re doing to continually improve our partnerships with industry and understanding of risk factors in a changing road safety landscape.

3.5 Actions set out in the 2018 Action Plan will be incorporated into the refresh document and delivery status will be reported.

3.6 Our intention is to launch the document with London Councils, and the Chair of London Councils’ Transport and Environment Committee and the Commissioners of TfL and the Metropolitan Police Service will contribute a joint foreword.

List of appendices to this report:

None.

List of Background Papers:

None.

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